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announces Dr. Devine's conviction through experience that misery is to be regarded, if our scrutiny is to be of service, not as a mysterious and depressing condition to be palliated, but as the logical result of distinguishable causes which may be modified until the misery is swept away. The causes are to be summed up as maladjustment. Out of health, out of work, out of friends—such are the phrases which furnish thought for successive chapters. Then, a chapter on "The Adverse Conditions in Dependent Families" lays the way for a picturing of the better future, in colors of the ideal opposite conditions which we may hope more and more to make real. This convinced and convincing hopefulness is the dominant spirit of the book. To see an evil fills the author not with alarm because of the evil, but rather with courage because he sees. Characteristic also, and significant, is the sanity of view which assures him that our social system, ill-adjusted as it is, is fundamentally worth the saving, and no sufficient excuse for a panicky defection to socialism. Through this book Dr. Devine is likely once more to win earnest followers for the cause of a true social betterment.

J. A. F.

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*When Railroads Were New.* By CHARLES FREDERICK CARTER. New York: Henry Holt & Co., 1909. 8vo, pp. xiv+324. \$2.00 net.

The author states the plan of this book as follows: "In this volume an attempt has been made to gather the floating fragments of railroad history having a human interest into a coherent narrative of the work-a-day trials and triumphs of the pioneers in the planning and building of the railroad that would be neither a dry historical treatise nor a collection of anecdotes. It is not designed to be comprehensive in the sense of including details of all the early railroads, or even of all the important ones that have survived. . . . It is hoped, however, that it is sufficiently comprehensive to present a homely picture of the development of the railroad in America under various representative types of conditions." More than fair success has been achieved in the execution of the plan. Following an introductory chapter on the "Dawn of the Railroad Era" come good readable accounts full to overflowing of the human element, of the early days of such roads as the Baltimore & Ohio, the Erie, the Pennsylvania, the Vanderbilt system, the first trans-continental road, the Atchison, Topeka, & Santa Fé, and the Canadian Pacific. A chapter entitled "Incubator Railroads" gives a view of the railroad beginnings in the great Middle West.

The work is intended for popular consumption. Indeed the main part of the material was originally published as a series of articles in the *Railroad Man's Magazine*. Mr. Carter's work might well be used, however, as optional reading for college classes in the subject. It can scarcely fail to excite interest, and while many of the details are fictitious, or at the best used with considerable freedom, the main body of facts is essentially correct. One could wish that the story of early building in the southeastern part of the country had received more attention.

L. C. M.